

Transport Assessment



Hawkwell Village

Land North East of the Marylebone –
Birmingham railway line, Bicester



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1 Project Information

1.1 Project Information

Client Hallam Land Management Ltd

1.2 Project Details

Project Name North West Bicester – Land North East of the Marylebone-Birmingham railway line

Location Bicester

Jubb Project Number 20300

1.3 Report Details

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1.4 Project Authorisation

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2 Introduction

2.1 Preamble

2.1.1 Jubb have been commissioned by Hallam Land Management Ltd (HLM) to provide transport and highways advise in relation to a residential led mixed-use development on Land North East of the railway line in North West Bicester ('The Site').

2.1.2 The detailed description of the development proposals is set out below:

“Mixed Use Development of up to 3,100 dwellings (including extra care); residential and care accommodation(C2); mixed use local centre (comprising Commercial, Business and Service Uses, residential uses, C2 uses, Local Community Uses (F2(a) and F2(b)), hot food takeaways, public house, wine bar); employment area (B2, B8, E(g)); Learning and Non-residential institutions (Class F1) including primary school (plus land to allow extension of existing Gagle Brook primary school); Green Infrastructure including formal (including playing fields) and informal open space, allotments, landscape, biodiversity and amenity space; burial ground; play space (including Neaps/Leaps/MUGA); changing facilities; ground mounted photovoltaic arrays; sustainable drainage systems; movement network comprising new highway, cycle and pedestrian routes and access from highway network; car parking; infrastructure (including utilities); engineering works (including ground modelling); demolition”.

2.1.3 The development site comprises some 177 hectares and lies on north-western fringe of Bicester and is located between the London to Birmingham railway line in the west and a consented development off the B4100 Banbury Road known as the Exemplar Development (or Elmsbrook) to the east. The village of Bucknell lies to the north and Bure Park residential estate which forms the existing extent of the town lies to the south. Caversfield is to the east and Middleton Stoney to the west.

2.1.4 The proposed development site forms part of the wider North West Bicester (NWB) development that is allocated within the Cherwell Local Plan 2011 - 2031 under 'Policy Bicester 1'.

2.1.5 The site location is set out in **Figure 2.1**.

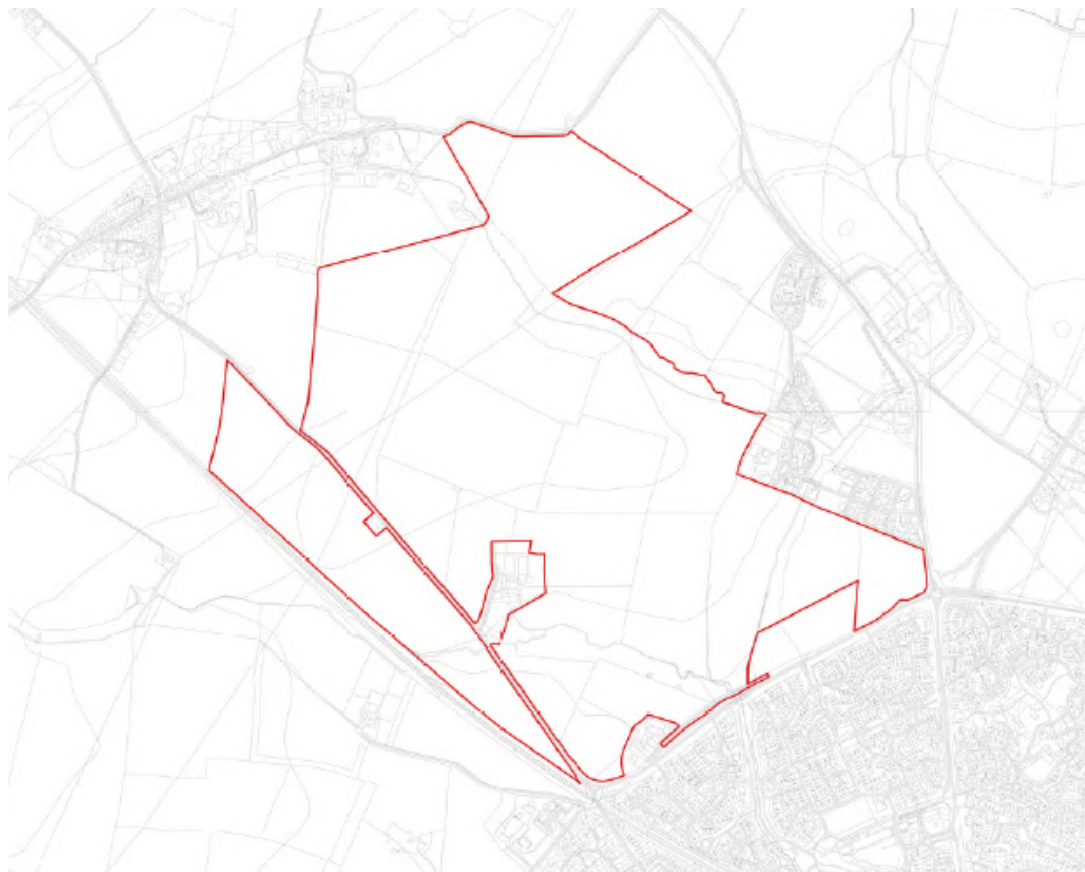


Figure 2.1 Site Location Plan

2.2 Scope of Report

2.2.1 This Transport Assessment (TA) examines the transport and highways matters pertinent to the site, and in doing so demonstrates the suitability of the site for development.

2.2.2 The structure of the TA is as follows:

- Section 3** reviews relevant national, regional and local policy and guidance as related to the proposed development;
- Section 4** Undertakes a review of the planning history of the North West Bicester allocation;
- Section 5** describes and assesses the existing site, including access to local services and facilities and an audit of accessibility to and from the site by sustainable modes of travel (on foot, by cycle and public transport);
- Section 6** describes the local highway network including an assessment of highway safety;
- Section 7** details the development proposal and its associated parking and access arrangement;
- Section 8** sets out the methodology in forecasting the external vehicle trip generation of the site and a comparison with the 2014 planning application trip generation;
- Section 9** Assesses the forecast total external person trips of the development and the expected modal share;

Section 10 Reviews the impact of the development on the local highway network and sets out a strategy for the required mitigation; and

Section 11 Provides a summary of the TA and presents the conclusions of the assessment.

- 2.2.3 This TA demonstrates that the proposed development with the proposed mitigation is not forecast to have a material impact on the surrounding highway network, and that the site is suitably located to be accessed by sustainable modes.
- 2.2.4 The proposed development is not forecast to have a severe residual cumulative impact as defined within the National Planning Policy Framework (NPPF) on the highway network.
- 2.2.5 As such, it is considered that there are no highways or transport matters to prevent the proposals from being approved.

3 Transport Planning Policy

3.1 Introduction

3.1.1 This section outlines the national and local planning policies and guidance relevant to the proposed development. The following are set out:

National Planning Policy Framework (2021);
Planning Practice Guidance - Travel Plans, Transport Assessment and Statement in decision-taking (2014);
Manual for Streets;
Oxfordshire County Council Local Transport Plan; and
Cherwell District Council Local Plan
North West Bicester SPD (2016).

3.1.2 This review sets the planning context for the proposed development, and thereafter this TA demonstrates the suitability of the site in view of this context.

3.2 National Planning Policy Framework (2021)

3.2.1 The revised NPPF was updated in July 2021 and replaces the previous NPPF. The document sets out the Government's planning policies for England and how these should be applied.

3.2.2 The NPPF states that the *"purpose of the planning system is to contribute to the achievement of sustainable development"*, which itself is defined as *"meeting the needs of the present without compromising the ability of future generations to meet their own needs"*. The NPPF is based on a *"presumption in favour of sustainable development"*, as detailed in paragraph 11.

3.2.3 Considering transport, the NPPF guides that transport issues should be considered at the earliest stage of development proposals. It is noted that *"The planning system should actively manage patterns of growth"*, with significant development sited *"on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes"*.

3.2.4 Paragraph 110 of the NPPF states the following:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

3.2.5 Crucially, paragraph 111 states that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*.

3.3 Planning Practice Guidance - Travel Plans, Transport Assessment and Statement in decision-taking (2014)

- 3.3.1 Published in 2014, the Government’s Planning Practice Guidance ‘Travel Plans, Transport Assessments and Statements in Decision-Taking’ outlines the fundamental principles that form the basis of Travel Plans (TPs), TAs, and Transport Statements (TSs). The guidance states that producing these documents provides a means to assess, and mitigate, the negative transport impacts of development; in this way, sustainable development can be achieved.
- 3.3.2 The guidance sets out that whilst TPs promote the implementation of sustainable travel into the planning process, TAs and TSs assess the potential transport implications of developments and significantly whether the residual transport impacts of a proposed development are “severe”.

3.4 Manual for Streets

- 3.4.1 ‘Manual for Streets’ (MfS), launched in March 2007, superseded ‘Design Bulletin 32’, first published in 1977 and its accompanying guide “Places, Streets and Movement” providing new advice for the design of residential streets in England and Wales. A further document “Manual for Streets 2: Wider Application of Principles’ was subsequently published in October 2010. The document builds on the original philosophies and demonstrates how they can be extended to encompass the design of busier streets and non-trunk roads. It provides a flexible and pragmatic guidance to assist Local Planning and Highway Authorities in managing their urban highway network.
- 3.4.2 The overarching theme of MfS is to increase the quality of life through good design which creates people-orientated streets with a focus on the ‘place function’ of a street. It highlights the importance of interactions between all road users and states that:

“Streets should not be designed just to accommodate the movement of motor vehicles. It is important that designers place a high priority on meeting the needs of pedestrians, cyclists and public transport users, so that growth in these modes of travel is encouraged”

- 3.4.3 Manual for Streets aims to assist in the creation of zones for movement that:

- Help to build and strengthen the communities they serve;
- Meet the needs of all users, by embodying the principles of inclusive design;
- Form part of a well-connected network;
- Are attractive and have their own distinct identity;
- Are cost-effective to construct and maintain; and
- Are safe.

3.5 Connecting Oxfordshire: Local Transport Plan

- 3.5.1 Connecting Oxfordshire: Local Transport Plan 2015 to 2031 (LTP4) sets out the policy and strategy for developing the transport network in Oxfordshire up until 2031. LTP4 has been developed with input from a number of parties including district and city councils, businesses, MPs and public consultation.
- 3.5.2 Four main over-arching transport goals have been outlined within the document; these include:
- *“To support jobs and housing growth and economic vitality;*
 - *To reduce transport emissions and meet our obligations to Government;*
 - *To protect, and where possible enhance Oxfordshire’s environment and improve quality of life; and*

- *To improve public health, air quality, safety and individual wellbeing.”*

3.5.3 In order to reach these goals ten objectives for transport have been developed, these goals are as follows:

- *“Maintain and improve transport connections to support economic growth and vitality across the county*
- *Make most effective use of all available transport capacity through innovative management of the network*
- *Increase journey time reliability and minimise end-to-end public transport journey times on main routes*
- *Develop a high-quality, innovative and resilient integrated transport system that is attractive to customers and generates inward investment*
- *Minimise the need to travel*
- *Reduce the proportion of journeys made by private car by making the use of public transport walking and cycling more attractive*
- *Influence the location and layout of development to maximise the use and value of existing and planned sustainable transport investment*
- *Reduce per capita carbon emissions from transport in Oxfordshire in line with UK ‘Government targets*
- *Mitigate and wherever possible enhance the impacts of transport on the local built, historic and natural environment*
- *Improve public health and wellbeing by increasing levels of walking and cycling, reducing transport emissions, reducing casualties and enabling inclusive access to jobs, education, training and services.”*

3.6 Cherwell District Council Local Plan

3.6.1 The Cherwell Local Plan 2011 – 2031 sets out how the district will grow and change up to 2031.

3.6.2 The underpinning vision is as follows:

“By 2031, Cherwell District will be an area where all residents enjoy a good quality of life it will be more prosperous than it is today. Those who live and work here will be happier, healthier and feel safer.”

3.6.3 The document then outlines what needs to be done to ensure that the vision can be achieved, in relation to transport the following are relevant:

- *“We will develop a sustainable economy that is vibrant and diverse with good transport links and sound infrastructure, supported by excellent educational facilities. Our economy will grow to provide more diverse employment for our increasing population and reduce the need for our residents to travel outside the district for work.*
- *We will improve road, rail and public transport links and provide increased access to services and facilities to cater for the needs of the district. In particular, we will focus on measures aimed at managing road congestion, improving public transport and improving access to town centres and other shops and services.”*

3.6.4 In Section B of the document, Policy SLE 4: Improved Transport and Connections provides details on what can be done to improve transport in the district:

“The Council will support the implementation of the proposals in the movement strategies and the Local Transport Plan to deliver key connections, to support modal shift and to support more sustainable locations for employment and housing growth.

We will support key transport proposals including:

- *Transport Improvements at Banbury, Bicester and at the Former RAF Upper Heyford in accordance with the County Council's Local Transport Plan and Movement Strategies*
- *Projects associated with East-West rail including new stations at Bicester Town and Water Eaton*
- *Rail freight associated development at Graven Hill, Bicester*
- *Improvements to M40 junctions.*

Consultation on options for new link and relief roads at Bicester and Banbury will be undertaken through the Local Transport Plan (LTP) review process. Routes identified following strategic options appraisal work for LTP4 will be confirmed by the County Council and will be incorporated in Local Plan Part 2.

New development in the District will be required to provide financial and/or in-kind contributions to mitigate the transport impacts of development.

All development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Development which is not suitable for the roads that serve the development, and which have a severe traffic impact will not be supported."

3.6.5 The principal policy in relation to North West Bicester is Bicester1 which allocates a site of 390 hectares for a for a new zero carbon mixed use developmnet including 6000 new homes at North West Bicester. Among the additional expectations set out in the policy are the following:

- *At least 3,000 jobs (approximately 1,000 jobs on B use class land on the site) within the plan period;*
- *Up to four primary schools and one secondary school;*
- *Forty percent green space, half of which will be public open space;*
- *Pedestrian and cycle routes;*
- *proposals to include appropriate crossings of the railway line to provide access and integration across the North West Bicester site. Changes and improvements to Howes Lane and Lords Lane to facilitate integration of new development with the town.*
- *Good accessibility to public transport services should be provided for, including the provision of a bus route through the site with buses stopping at the railway stations and at new bus stops on the site*
- *New links under the railway line and to the existing town;*
- *Local Centres to serve the new and existing communities; and*
- *Integration with existing communities."*
- *Contributions to improvements to the surrounding road networks, including mitigation measures for the local and strategic highway network,*
- *Measures to prevent vehicular traffic adversely affecting surrounding communities.*

3.7 North West Bicester SPD (2016).

3.7.1 North West Bicester Supplementary Planning Document (SPD) provides more detailed guidance for what will be provided at North West Bicester amplifying the policy as set out in Bicester1 in the Local Plan.

3.7.2 Section 3 of the SPD outlines North West Bicester Vision and objectives, it states that the vision:

“The Vision for North West Bicester has been guided to a large extent by the Eco-towns Planning Policy Statement (PS)”

3.7.3 Section 3 goes on to describe the overarching vision for North West Bicester:

“In this SPD, the vision for North West Bicester is for a high-quality development, well integrated with the existing town, which provides homes, jobs and local services in an attractive landscape setting, conserves and enhances heritage assets including historic landscape features, increases biodiversity, and addresses the impact of climate change. It is based on the principles of sustainable zero carbon development designed to meet the effects of future climate change including extreme weather events and reduced energy and water use.”

3.8 Summary

3.8.1 In view of the context set out in the above review of relevant national and local policies and guidance, this TA will demonstrate the suitability of the site for residential development within a mixed-use development allocated for development in the statutory development plan.

4 Planning History and Context

4.1.1 **Figure 4.1** provides an overview of the development areas within the NWB development and its immediate vicinity.

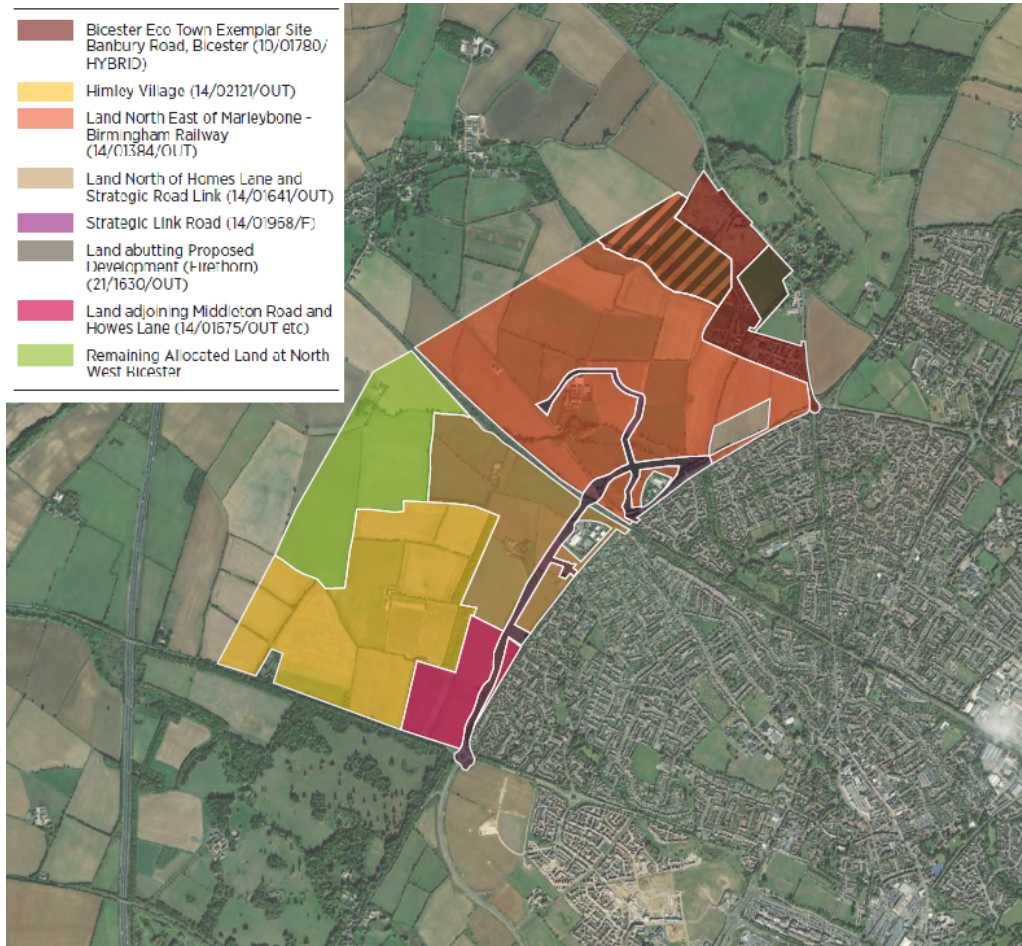


Figure 4.1 North West Bicester Development Areas

4.2 North West Bicester (NWB)

- 4.2.1 'Policy Bicester 1' of the Cherwell Local Plan (2011 - 2031), sets out the vision to create a zero-carbon community with new employment opportunities and attractive amenities all built to be environmentally, socially and economically sustainable for an eco-town development of 6,000 homes on land identified at North West Bicester.
- 4.2.2 The North West Bicester Supplementary Planning Document (NWBSPG) was adopted in 2016 and provides further detail to Policy Bicester 1 (see section 3.6 and 3.7 above).
- 4.2.3 **Figure 4.2** indicates the proposed land uses and connectivity for the NWB development as described in the Supplementary Planning Document.

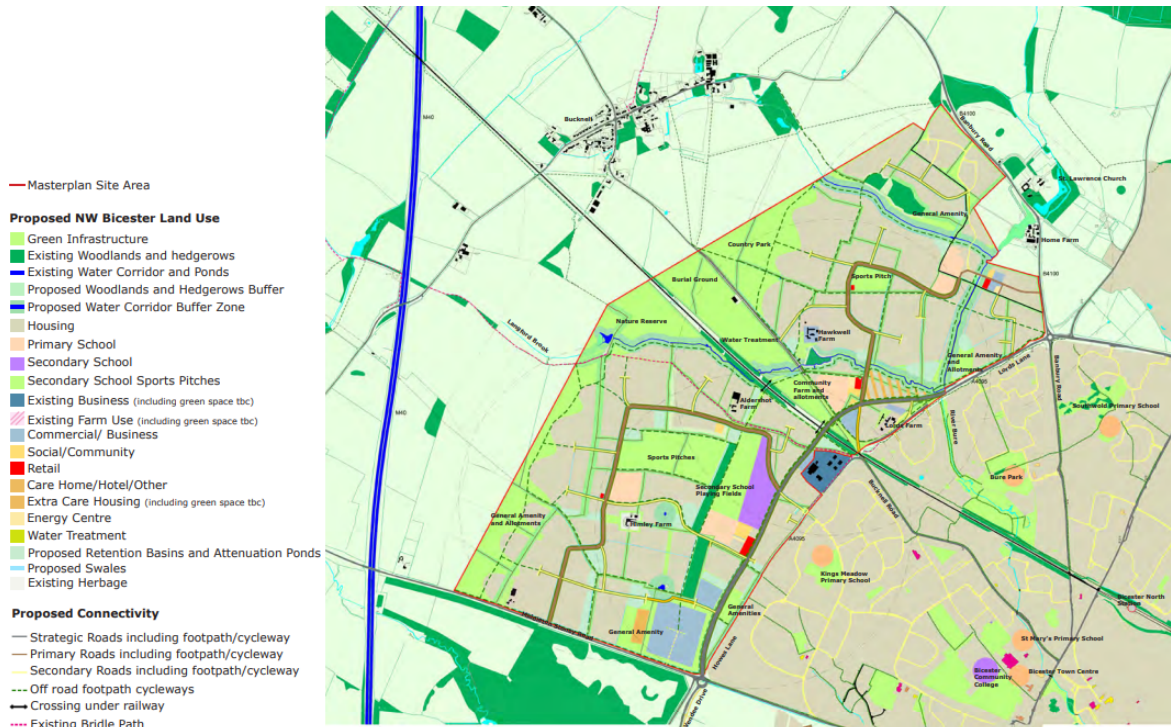


Figure 4.2 North West Bicester Framework Plan

4.2.4 **Figure 4.3** sets out the walking and cycling strategy for the NWB development, also from the SPD.

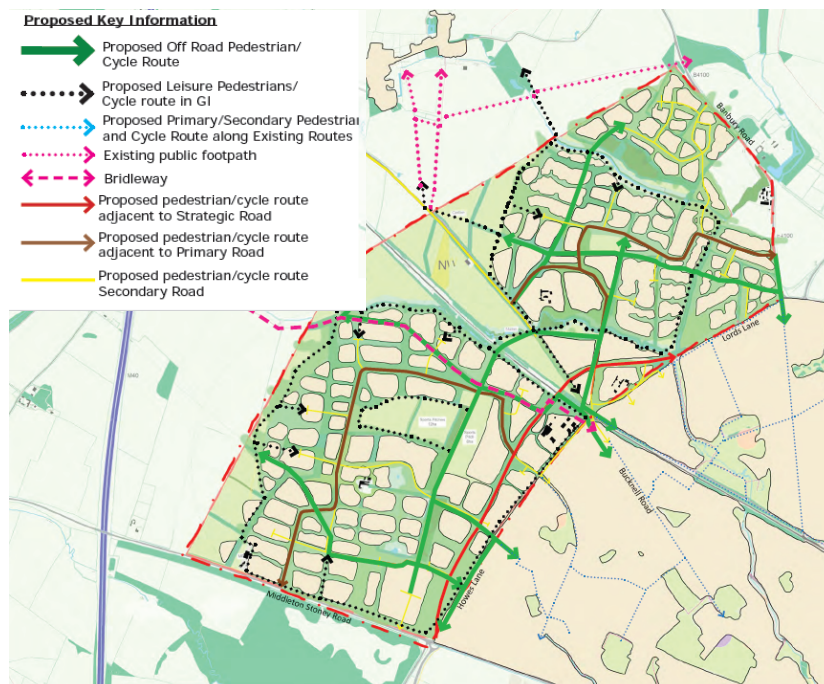


Figure 4.3 Walking and Cycling Strategy

4.3 Realignment of the A4095

- 4.3.1 Access to NWB is reliant on the delivery of the realignment of the A4095. Full planning permission was granted to Oxfordshire County Council (OCC) (14/01968/F) in 2019 for the construction of two new roads, a road crossing and a bus link. The scheme was supported by the North West Bicester Saturn Model to ensure the proposed scheme would address expected congestion between Howes Lane and Bucknell Road, ensuring capacity would accommodate the housing and economic development in and around Bicester.
- 4.3.2 The A4095 will be realigned by creating a new road through the development site. Starting at the A4095 / B4030 / Vendee Drive / Howes Lane junction the proposed road will run almost parallel to the existing A4095 (Howes Lane / Lords Lane) before passing through a new rail underpass and finishing back at the A4095 Lords Lane near its junction with Lucerne Avenue. The principal of the alignment is shown by the red line in **Figure 4.4** extracted from the North West Bicester Masterplan.

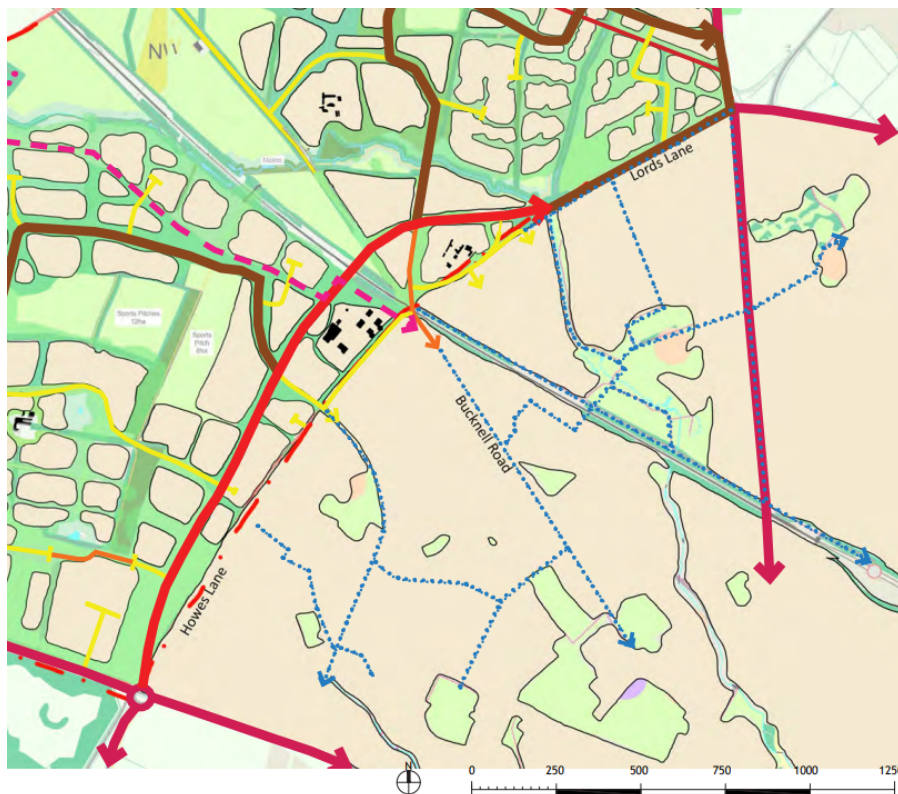


Figure 4.4 North West Bicester Masterplan Movement and Access Framework – Vehicle Access Strategy

- 4.3.3 Phase 1 of the scheme, funded by Homes England and the Oxfordshire Housing and Growth Deal, has been completed and has delivered the rail underbridge to accommodate the realigned Howes Lane and a separate underpass which will provide a new route for pedestrians, cyclists and horse riders. Part 2 of the scheme is being progressed by OCC and is funded.

4.4 Banbury Road / A4095 Junction

- 4.4.1 A planning application (21/02457/OCC) has been submitted by OCC to revise the form of this junction to a signalised four arm crossroads with three and two lane entries and improved cycle and pedestrian facilities. The proposal is shown at **Figure 4.5**.

4.4.2 The design of the proposed scheme has been undertaken to relieve congestion, accommodate the North West Bicester development and improve cycle and pedestrian link to and from the North West Bicester development and Bicester.

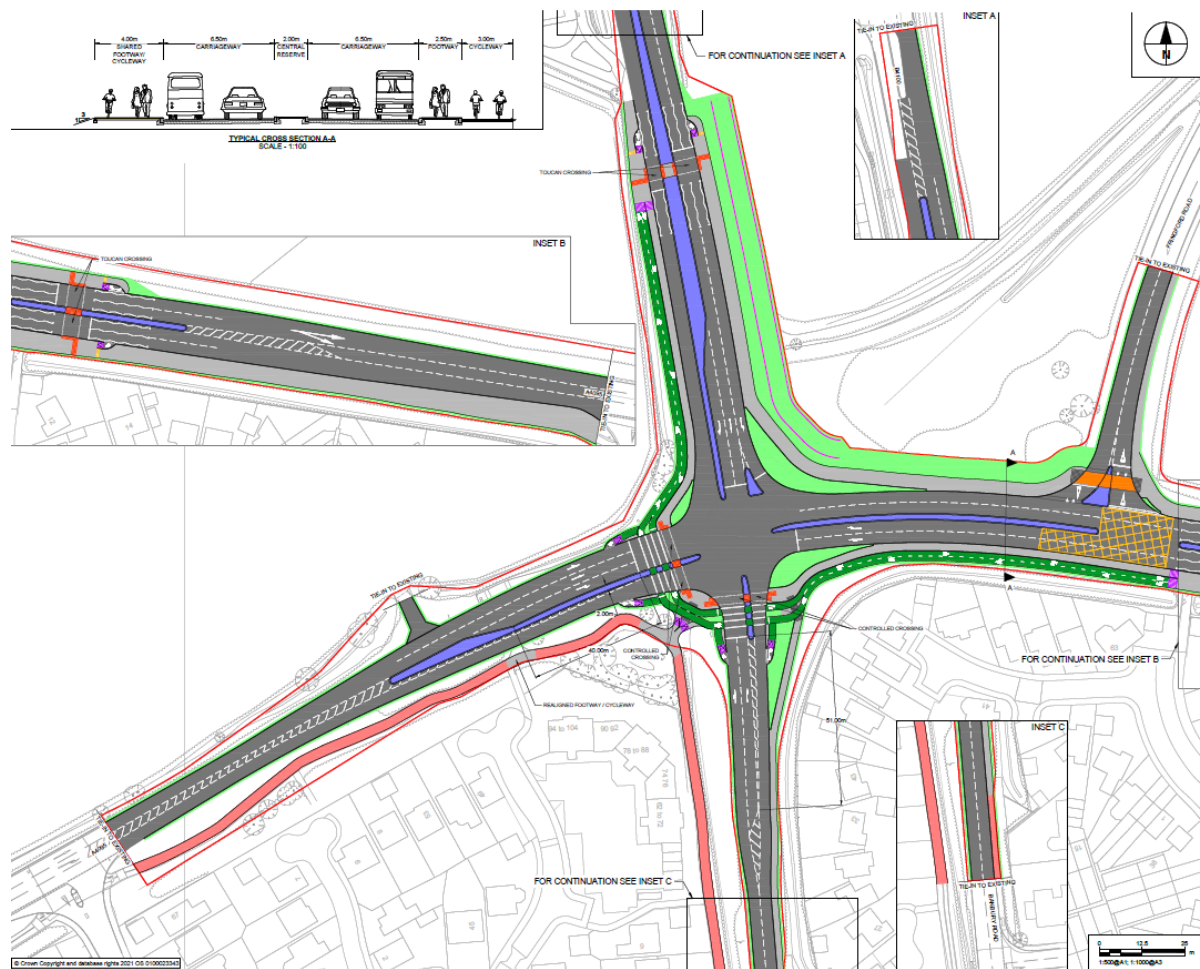


Figure 4.5 Banbury Road / A4095 Signalised Junction Proposal

4.5 Previous Application for the Application Site

4.5.1 The application (14/01384/OUT) comprised 2,600 dwellings, energy centre, primary school, a local business hub and mixed-use area on an area of 155 hectares surrounding Hawkswell Farm and Lords Farm. In total permission was sought for 5200m² of business and commercial space, 2,770m² community uses and 1,375m² of retail and restaurant uses. The application has the benefit of a resolution to grant planning permission; however, no section 106 has been agreed and therefore the application remains to be determined. **Figure 4.6** shows the location of the development.

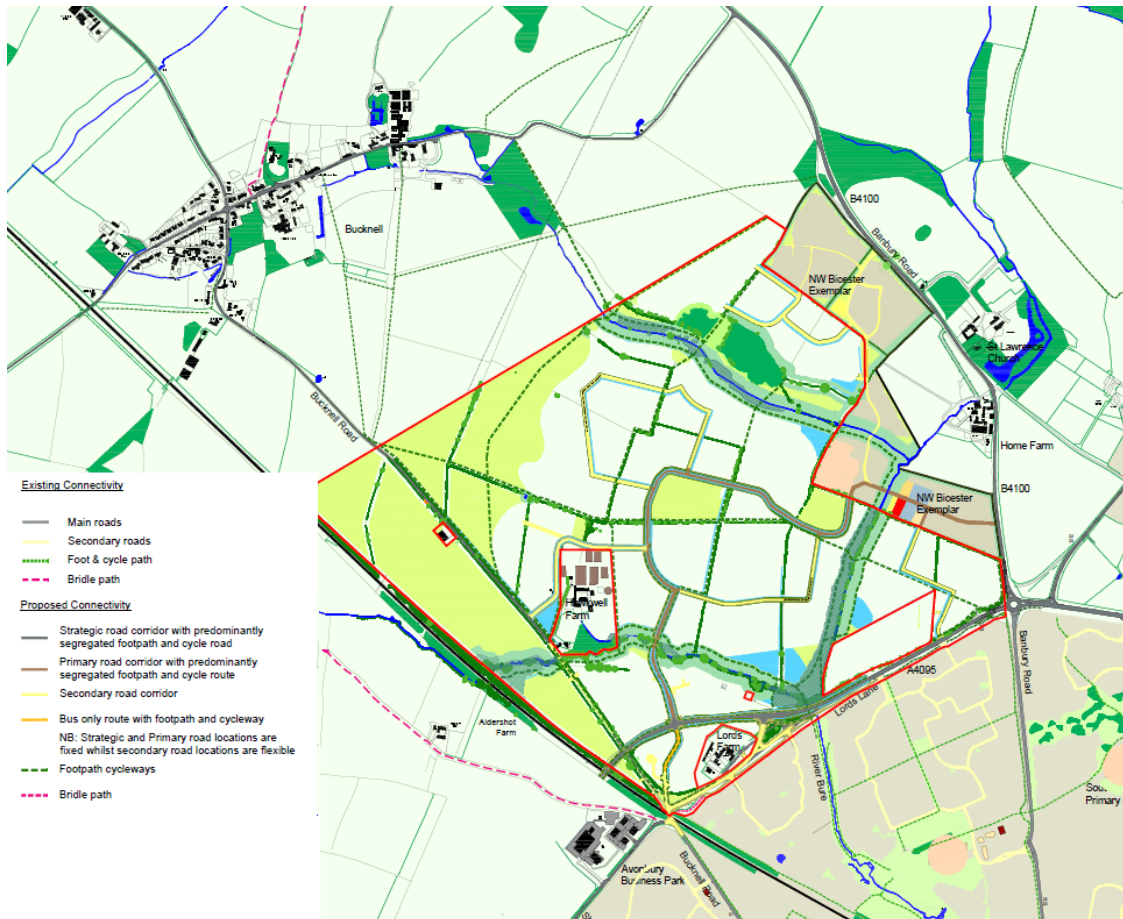


Figure 4.6 North of Lords Lane Movement and Access

4.6 Firethorn

4.6.1 A planning application (21/01630/OUT) for up to 530 dwellings, open space, infrastructure and engineering works is currently being determined by Cherwell District Council. A portion of the 22-hectare site originally formed part of the previous application for the application site but has subsequently been removed. **Figure 4.7** shows the location of the development.



Figure 4.7 Firethorn Parameters Plan: Access and Movement

4.7 Elmsbrook

4.7.1 In 2012, a hybrid application for the exemplar phase of North West Bicester Eco Town was approved, the first within the North West Bicester Ecotown allocation. Known as Elmsbrook, full planning permission was granted for 393 homes, energy centre, amenity space. Outline planning permission for nursery, community centre, retail, eco-business centre, post office, pharmacy, office accommodation, pub, and primary school (LPA REF: 10/01780/HYBRID). The applicants were A2 Dominion Group/P3Eco (Bicester) Ltd. The scheme is substantially completed and is shown in **Figure 4.8**.



Figure 4.8 The Exemplar Layout

- 4.7.2 A new, hybrid, application (19/01036/HYBRID) for Phase 2 (the mixed-use centre) within the exemplar phase was consented in 2021. The application sought approval for full permission for Local Centre Community Floorspace (Use Class D1 with ancillary A1/A3), with a total GIA of 552m², and 16 residential units and outline consent comprising up to 3,000m² (Use Class A1/A2/A3/A4/A5/B1/D1). The application was granted permission on 12 July 2021 (LPA Ref: 19/01036/HYBRID).

4.8 Himley Village

- 4.8.1 In 2020, outline planning permission was granted for up to 1,700 dwellings, a retirement village, flexible commercial floorspace (Classes A1, A2, A3, A4, A5, B1, C1 and D1), social and community facilities, and to accommodate one energy centre and land to accommodate one primary school (up to 2FE) (14/02121/OUT). The application, as shown in context of the North West Masterplan in **Figure 4.9**, comprises a substantial element of the land allocated for North West Bicester to the southwest of the Marylebone-Birmingham railway line.

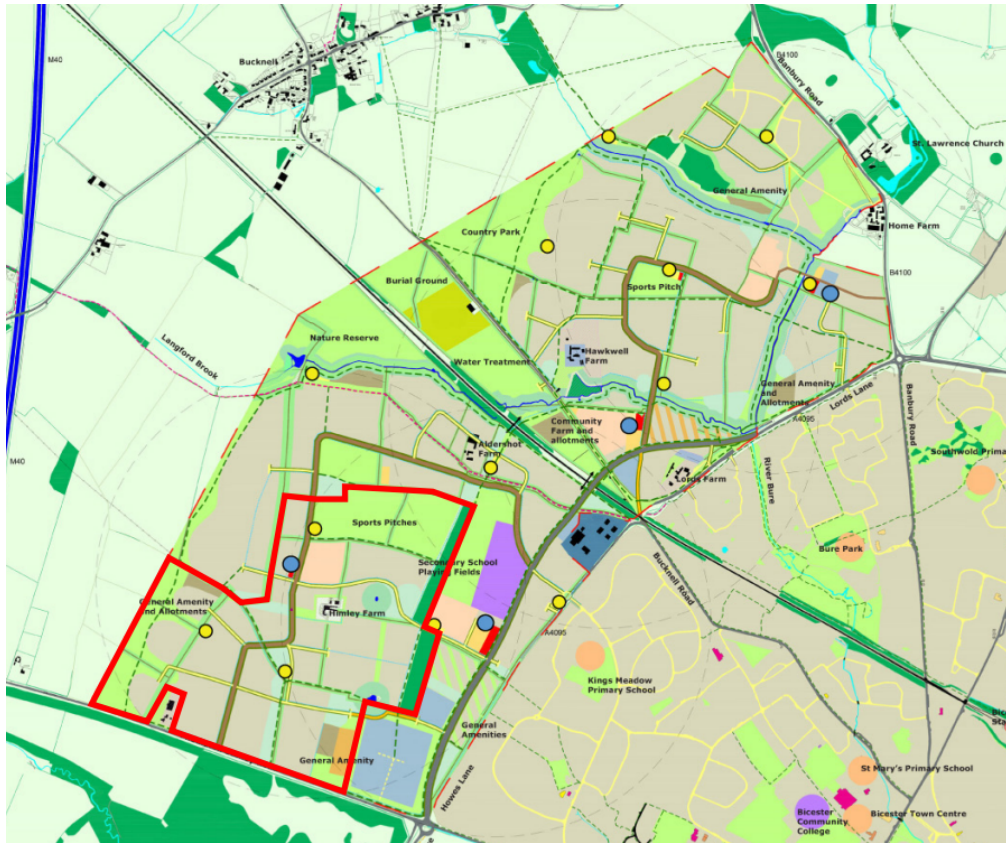


Figure 4.9 Himley Village Location

4.8.2 The section 106 agreement, that forms part of the consent, makes provision for the permitted development to deliver the sports pitches necessary to meet the needs of the wider North West Bicester area. Within its mixed-use area, the planning permission grants consent for 8,000m² of mixed uses with no more than 700m² of retail uses, 1,000m² of office use and 1,500m² of health facilities with hotel, pub, community, nursery and energy centre also permitted.

4.9 Network Bicester

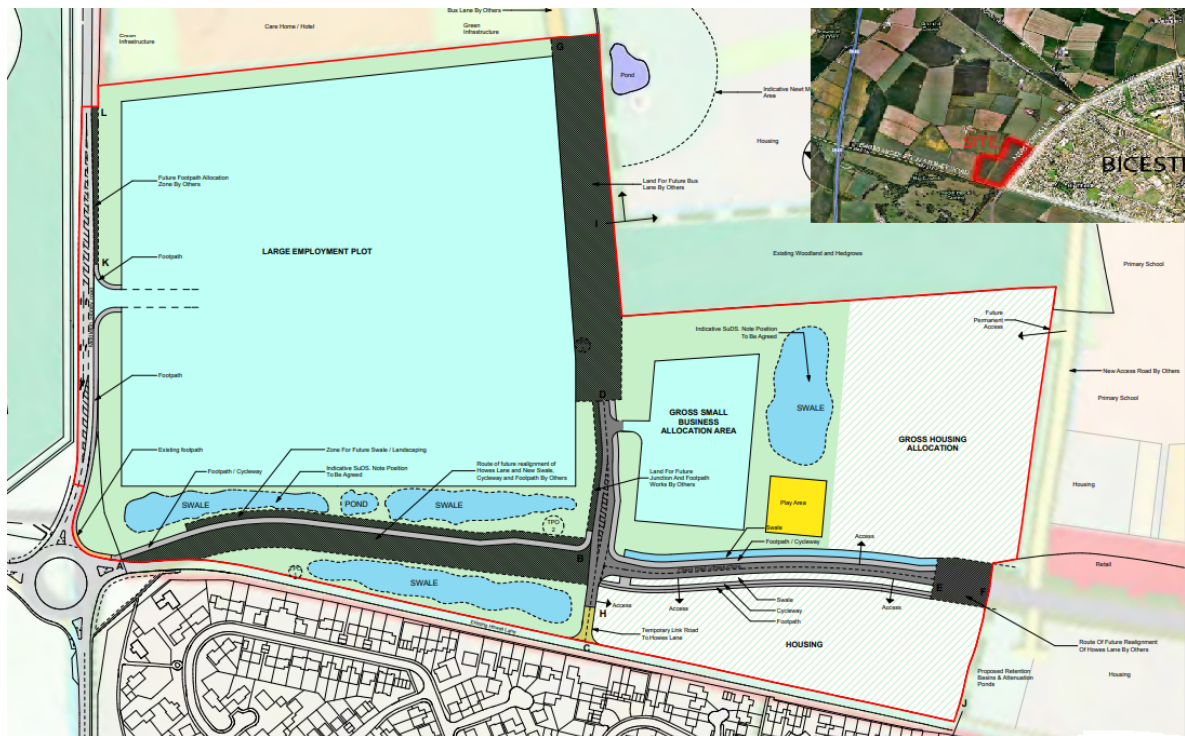


Figure 4.10 Network Bicester

- 4.9.1 To the southwest of the railway line and fronting Howes Lane, a planning application (14/01675) for up to 53,000m² of B1, B2 and B8 floorspace and up to 150 dwellings was granted permission at appeal. The proposal will provide a new access off the Middleton Stoney Road (B4030) with temporary access off Howes Lane pending the delivery of the realigned Howes Lane.
- 4.9.2 An application (19/00347/OUT) was subsequently granted planning permission for (i) an alternative temporary access arrangement and (ii) the employment development (but not the residential development) to come forward in its entirety prior to the completion of the Strategic Link Road.
- 4.9.3 A further application ((20/03199/OUT) was approved to allow the proportion of employment development that could be developed for B8 purposes to increase from 70% to 85% of the permitted floorspace.

4.10 North of Howes Lane

- 4.10.1 A planning application (14/01641/OUT), which lies immediately south of the railway line and west of the Strategic Link Road and forms part of the North West Bicester development, has a resolution to grant consent albeit it has not been determined.
- 4.10.2 The application, shown at **Figure 4.11**, seeks permission for up to 900 residential dwellings (Class C3), 2,425m² of commercial and business floorspace, 2,035m² of retail and leisure floorspace, 4,196m² of community uses including a health centre, land to accommodate one energy centre and land to accommodate one new primary school (up to 2 FE). In addition permission is sought for a secondary school (8FE) to serve the wider North West Bicester community.

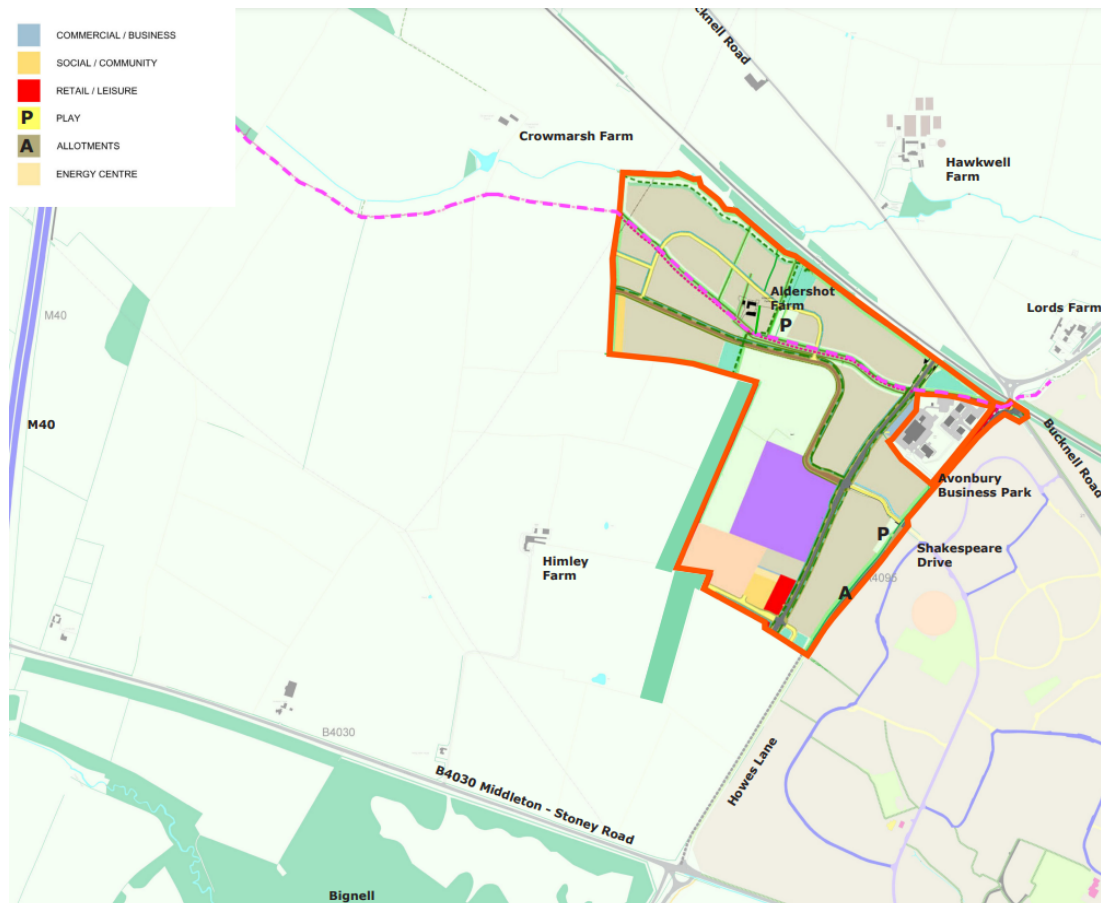


Figure 4.11 North of Howes Lane Development

4.11 Remaining Land Allocated for Development in North West Bicester

4.11.1 Finally, there remains some 50-60 hectares of land which is allocated for development within North West Bicester - to the north of the Himley Village approval - which is yet to be the subject of any application for planning permission, or indeed Screening or Scoping request.

5 Site Location and Accessibility

5.1 Introduction

- 5.1.1 Insofar as it is necessary, given that the site is allocated for development in the statutory development plan, this section firstly outlines why land northeast of the Marylebone-Birmingham railway line represents an appropriate location for development. It will demonstrate how the site benefits from being in close proximity to other major proposed and consented developments, and Bicester Town Centre.
- 5.1.2 Following this, a robust analysis of existing pedestrian, cycle and public transport links will be undertaken.

5.2 Site Location

- 5.2.1 The Site is located on the northern edge of Bicester, approximately 2.5km to the northwest of Bicester town centre. To the north is the village of Bucknell.
- 5.2.2 The Site is bordered, to the west, by the London to Birmingham Railway, and to the south by the A4095 (Lords Lane) with existing built-up area taking form on the other side of the road. Bucknell Road / Bicester Road routes through the western part of the site. To the east of the Site lies Elmsbrook, the first phase of the North West Bicester development. The predominate uses are agricultural land and farm buildings which extend north to Bucknell village and are bordered by Bainton Road.

5.3 Existing Local Facilities and Services

Introduction

- 5.3.1 This section provides a comprehensive review of the sustainability credentials of the site, encompassing a review of accessibility to existing services and facilities as well as opportunities for journey to and from the site to be made by sustainable means.
- 5.3.2 Due to the nature of the development and the wide range of services and facilities that the entire NWB development will provide an additional assessment has been undertaken to understand the future accessibility of the site.
- 5.3.3 The expectation to locate residential developments within walking distance of day-to-day needs is set out in the NPPF, which states that “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes”.

Local Facilities and Services

- 5.3.4 A range of facilities and services, which serve the daily needs of the existing population of Bicester, are accessible from the site by sustainable modes and as such there not be a requirement to rely on the use of the private car for daily journeys.
- 5.3.5 When considering the sustainability credentials of a site, guidance from the Institution of Highways and Transportation (IHT, Guidelines for Providing for Journeys on Foot, 2000) is of importance; this guidance identifies 2km as the maximum suggested acceptable walking distance for pedestrians without a mobility impairment.

- 5.3.6 The former 'Planning Policy Guidance 13: Transport' (2011) also identified 2km as a distance within which walking offers the greatest potential to replace short car journeys. Whilst superseded in planning terms, this guidance is still widely considered as applicable in terms of accessibility. As such, the accessibility of the site has been assessed with weight given to this distance as 'reasonable'.
- 5.3.7 **Figure 5.1** shows a 2km walking isochrone from the site, which roughly equates to a 24-minute walk. This isochrone is measured from the centre of the site and is based on egress by way of the four key points of pedestrian access which are discussed further in Section 7.

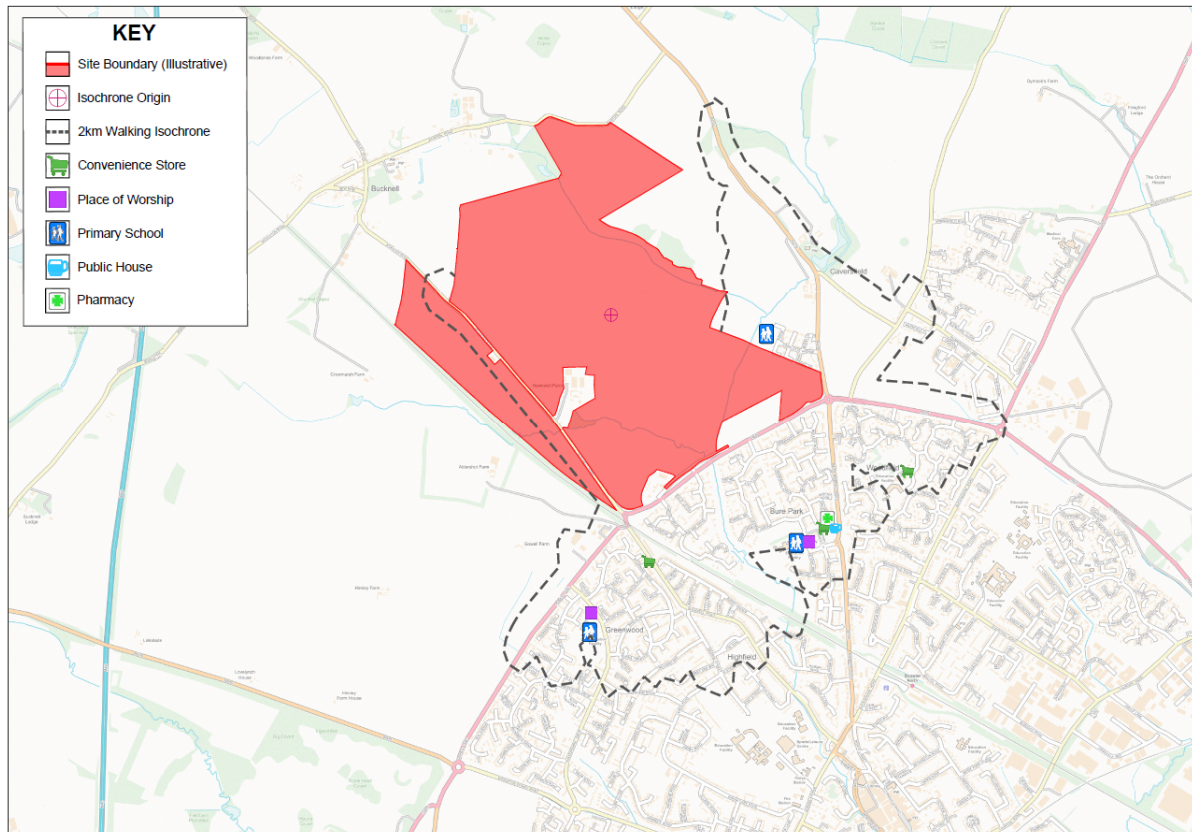


Figure 5.1 Site Accessibility

- 5.3.8 As shown above, there is a primary school located adjacent to the site and as such this destination lies within a 10-minute walk of the site's centroid.
- 5.3.9 The distance and estimated journey times (for walking and cycling) from the site to the identified facilities and services are summarised in **Table 5.1**. These distances have been measured from the centre of the site and follow suitable routes. The estimated journey times are calculated based on a walking speed of 1.4 metres per second (abstracted from IHT, 2000) and a cycling speed of 4 metres per second.



Service/Facility	Location		Walking Distance (metres)	 (minutes)	Cycling Distance (metres)	 (minutes)
Food Convenience Store						
Co-op	Barberry Pl	OX26 3HA	1726	21	1726	7
Co-op	Bucknell Rd	OX26 2XE	1344	16	1344	6
Tesco Express	Holm Square	OX26 3YQ	1875	22	1875	8
Education						
Gagle Brook Primary School	Cranberry Ave	OX27 8BD	889	11	889	4
Bure Park Primary School	Lucerne Ave	OX26 3BP	1771	21	1771	7
Kings Meadow Primary School	Shakespeare Dr	OX26 2LU	1711	20	1711	7
Health						
Jardines Pharmacy	Barberry Pl	OX26 3HA	1726	21	1726	7
Place of Worship						
Emmanuel Church	Barberry Pl	OX26 3HA	1786	21	1786	7
Lifeshouse Community Church	Shakespeare Dr	OX26 2YN	1711	20	1711	7
Public House						
Bure Farm	Bure Park	OX26 3HA	1826	22	1826	8

Table 5.1 – Distance and estimated journey time to services and facilities

- 5.3.10 Importantly, a convenience store, pharmacy, place of worship, and a number of Primary Schools are already all located within a 2km walk. As such, the proposed site is well-situated in relation to a range of existing facilities and services.
- 5.3.11 Given the above assessment, it is reasonable to conclude that the site is located in a sustainable position, being well-related to the existing town of Bicester and the range of facilities and services hosted within. Some of these destinations lie within a ‘reasonable’ walking distance and the entirety of Bicester is within cycling distance of the site (see **Figure 5.5**), and as such there is a genuine opportunity for everyday journeys to and from the site to be made sustainably and without a dependence on the private car.
- 5.3.12 Given the location of the site, and the demonstrable opportunity for everyday journeys to be made on foot and by bicycle, the site presents the opportunity to create a development that is sustainable and that encourages journeys to be made actively.

5.4 Future Local Facilities and Services

- 5.4.1 As aforementioned, the proposed site forms part of the wider NWB development. As part of the NWB there will be new services and facilities introduced to support the future residents.
- 5.4.2 **Figure 5.2** below is based on the North West Bicester Masterplan movement and access framework and shows the expected services and facilities to be delivered upon completion of the NWB.